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Hongkong, 4th December, 1963.

36

37] W. FARMER,
Proprietor.

CONNAGHT HOUSE.

JAPAN.

THE CRISIS.

Tokio, 29th December.
The situation is gradually clearing, but actions speak louder than words. The authorities concerned are now only considering ways and means to meet the worst in view of the most grave condition of affairs. The veteran statesmen and Cabinet Ministers are firmly united in their determination to stand boldly.

THE PRIVY COUNCIL.

An extraordinary meeting yesterday forenoon was attended by all the Cabinet Ministers. Marquises Ito and Yamagata and Count Matsukata were present simultaneously for the first time since their recent appointment to the Councilship. They all decided on the extraordinary measures necessary for meeting pressing State engagements, including possible war funds and the speedy completion of the Seoul-Fusan Railway.

THE MILITARY FUNDS.

An extra of the Official Gazette was published late last night containing four Imperial Ordinances. The first (emergency) Ordinance provides for the extraordinary defrayal of military funds, the resources of which are so-called separate accounts, temporary Government loans, and exchequer bonds, which will be freely voted according to opportunity.

THE SEOUL-FUSAN RAILWAY.

Another (ordinary) Ordinance reorganises the management of the Seoul-Fusan Railway. The trunk railway line is thus to be completed at the end of 1904, under Government supervision. Dr. Furutachi, Director of the Railway Works Bureau, was appointed yesterday President of the Company.

THE MILITARY HEADQUARTERS.

By an Ordinance issued on Monday night, the Naval Command Department is placed on the equal footing to the General Staff Board, the status of which was hitherto higher than the former. This ensures the co-operation of the Army and Navy more satisfactorily than ever. A Supreme Military Council, newly created, replaces the Field-Marshal's Council. The existing East, Central, and West Military Headquarters will be abolished ere long and their heads will enter the Supreme Council.

SIGNS OF THE TIMES.

All the officials concerned are cautioned not to undertake a journey for over one day. The number of visitors to the different recreation resorts has recently considerably fallen off. The Ministers of Foreign Affairs, the Navy, and War, Presidents and Naval Command Department held a confidential conference to-day at the Premier's official residence.

JAPAN AND RUSSIA IN COREA.

An interview with the Japanese Minister Hayashi, sent by its Seoul correspondent to a leading Tokio journal, is extremely interesting. He declares that the opening of Yon-Ampho is now nearly settled and the date thereof only remains to be fixed. Empty threats by Russia are now ineffective even among the Seoul politicians. The Chemulpo bluejacket fracas is unworthy of formal diplomatic negotiations, and the Japanese representative expects that Russia will eventually waive the matter. The rumoured borrowing of Russian soldiers for the protection of the Imperial Court is unprofitable and useless. The proposed Central Bank will turn out a failure, in view of the insufficient reserves.

THE RUSSO-JAPANESE CONVENTIONS.

The Japanese representatives in Seoul denies that the Russo-Japanese conventions are now inoperative. But those agreements were only concluded to check Russia's influence, then rapidly growing, thanks to Japan's failure, and they were at least effective in restoring Japan's status in the Peninsula to the original stage. Japan would have done better to have insisted that Russia, at the retrocession of the Liautung Peninsula, should have pledged "hand off," but if Japan had then been able to press the affair to such a satisfactory issue, she would not have herself abandoned the territory obtained with her blood. Of course, the Russo-Japanese memoranda exchanged several years ago are now stale.

THE TOKIO NEGOTIATIONS.

Proceeding, Mr. Hayashi ridicules the popular outcry changing the Japanese Government with impotence and dullness. He rightly congratulates Japan on her diplomacy in Corea of late years. Certainly Russia has failed but Japan succeeded. Russia's attempts to obtain a mining concession and the lease of Masampo and at connecting the Russo-Corean telegraphs have all been fruitless. The recent arrangements in Yon-Ampho are merely a result of Russia's golden opportunity when the Korean Sovereign retreated to the Russian Legation. If we style Yon-Ampho Russia's new sphere of influence, Russia will call those districts covered by the Seoul-Fusan Railway Japan's sphere of influence. Many other concessions have been lately secured by this country and Japan is now driving Russia out of the Peninsula. Under the existing circumstances, hostilities will be eventually inevitable, concludes the Japanese diplomat.

PRINCE KONOVE.

Prince Konove, ex-President of the House of Peers and Privy Councillor, is now dangerously ill. The Emperor is pleased yesterday to promote him to the Junior First Court Rank, viz., by two grades, and also to invest him with the First Order of the Sacred Treasure. He belongs to one of the old "five Regent families" and was regarded as a coming man. He recently visited South China on the way back from the world-trip and is well-known among higher mandarins on the Yangtze.

A FRIGHTENED GIRLS TALE.

STRANGE SEQUEL AFTER TEN YEARS.

A Liverpool girl who experienced a nervous shock ten years ago, has been the victim of a strange series of misfortunes; the story of her life since then is a lesson to all afflicted with

"nerves." In the course of an interview with a representative of the press, Annie Guy, the girl in question, related the facts: "Ten years ago I sustained a very severe shock to the nerves through sudden fright. I was then but seven years of age, and from that time onwards until lately, when I was cured by Dr. Williams' pink pills for pale people, I have suffered from heart disease. On all occasions I had to keep extremely quiet, as the least excitement put me into a fearful state. Two years ago my complaint was supplemented by three more ailments which followed one upon the other—dropsy, pleurisy, and rheumatism. From that time I spent most of my life in bed, and although I was in the hospital for four months, it seemed as though I must go on without any hope of relief."



Annie Guy.
(From a recent photograph)

Asked to describe further the symptoms of her ailments, Miss Guy said: "The rheumatism affected me in my ankles and legs, and to walk was the most acute agony; as the pain also affected my hands it was impossible for me to do any work. The dropsy affected me very severely in the legs, and if I attempted to get out of bed the awful pain made me scream. The attack of pleurisy left me very weak indeed, and I felt as though all my strength had left me, never to return. I had suffered in this way for a long time and had become a helpless, miserable girl when my father returned home from sea. He was grieved at my appearance, and after talking the matter over he informed me that a friend had told him of the great benefit his wife had derived from Dr. Williams' pink pills for pale people. Father said that he was going to get some of the pills for me. He did so, and after I had taken three bottles he said anyone could see that they were doing me a great deal of good. All the neighbours as well began to notice the improvement in me, and, personally, I commenced to feel very much stronger, and in better health. Dr. Williams' pink pills have done wonders."

"And how is your health now, after your unhappy experience of ten years?"
"Oh!" Miss Guy answered, "I am now as strong as can be; I feel healthy; I am able to get about, and all my troubles, including the heart disease, rheumatism, and the other most painful ailments, have quite disappeared."

Annie Guy lives at 30 Iris-street, Kirkdale, Liverpool, and that she now looks the picture of healthy womanhood is the most eloquent testimony to Dr. Williams' pink pills for pale people. These pills also cure all diseases arising from weak nerves and overstrain, or from residence in tropical climates, such as liver ailments, the after-effects of intermittent malarial and other fevers, paralysis, locomotor ataxia (the latter ailment is incurable by ordinary medicines), sciatica, St. Vitus' dance, spinal disease, nervous headache, and heart disease; also disorders arising from weakness and impoverished blood, such as anæmia, consumption, rheumatism, indigestion, shortness of breath, hysteria, female disorders, and pale and sallow complexion. These pills (which are intended for both sexes, but are especially valuable to ladies in the characteristic ailments of their sex) are sold in round, neckless bottles, with a pink outer wrapper, bearing in red letters the full name (seven words), "Dr. Williams' pink pills for pale people." (The words "for pale people" were adopted for use in England and America; they have reference, of course, to Europeans; but the pills are equally adapted for all races and castes and for both sexes. Wherever a tonic and strengthening medicine is required, Dr. Williams' pink pills are invaluable. They give strength and make blood. They are obtainable from Dr. Williams' Medicine Company, Holborn Viaduct, London.

Notices of Firms.

UNION OF PARIS FIRE INSURANCE COMPANY, LIMITED.

THE Undersigned having been appointed AGENTS for the above Company are prepared to accept RISKS against FIRE at CURRENT RATES. SIEMSEN & CO.

Hongkong, 1st January, 1904. [67]

NOTICE.

THE PARTNERSHIP hitherto existing between Myself and Mr. JOHN HASTINGS having been dissolved by effluxion of time, my Business will in future be carried on under the Firm Name of DEACON, LOOKER and DEACON.

VICTOR H. DEACON.

10, QUEEN'S ROAD, Hongkong, 1st January, 1904. [68]

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FIRST and SECOND FLOORS of No. 24, QUEEN'S ROAD CENTRAL, opposite the GENERAL POST OFFICE, after MARCH 31st, 1904, at present occupied by Messrs. POWELL & CO. and the COSMOPOLITAN HOUSE. This House is especially suitable for people who are seeking places for Hotel purposes. Please apply to—

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Hongkong, 6th January, 1904. [172]

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Hongkong, 5th January, 1904. [182]

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Hongkong, 15th December, 1903. [18]

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Hongkong, 2nd January, 1904. [153]

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Hongkong, 9th January, 1904. [151]

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KAMAKURA MARU H. Peterson	KOBE and YOKOHAMA	FRIDAY, 15th Jan., at Daylight
BOMBAY MARU T. Mural	KOBE and YOKOHAMA	THURSDAY, 21st Jan., at Noon.
NIKKO MARU E. W. Haswell	SYDNEY, MELBOURNE and ADELAIDE, via MANILA, THURS- DAY ISLAND, TOWNSVILLE and BRISBANE	FRIDAY, 22nd Jan., at 4 P.M.
SANUKI MARU W. Townsend	MARSEILLES, LONDON & ANT- WERP, via SINGAPORE, PENANG, COLOMBO and PORT SAID	SATURDAY, 23rd Jan., at Daylight
KAGOSHIMA MARU K. Kori	BOMBAY, via SINGAPORE and COLOMBO	TUESDAY, 26th Jan., at Noon.

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For further Information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office in Prince's Building, 1st Floor, Chater Road.

A. S. MIHARA,
Manager.

Hongkong, 11th January, 1904.

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This Steamer connects at COLOMBO with
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Cargo and Specie will be registered for
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Shipping Orders will be granted till NOON
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TUESDAY.

Must be left at the Agency's Office. Contents
and Value of Packages are required.
For further Particulars, apply at the Com-
pany's Office.

C. DE CHAMPEAUX,
Agent.

Hongkong, 11th January, 1904. [19]

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Hongkong, 6th January, 1904. [112]

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Hongkong, 29th October, 1904. [15]

Hongkong, 10th September, 1903.



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Hongkong, 4th January, 1904. [14]

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Hongkong, 2nd January, 1904. [131]

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Hongkong, 29th Dec., 1903. [152]

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TELEGRAMS: "CARMICHAEL," Hongkong.
A. B. C. Code, 4th Edition.
A. 1 Code.
Lieber's Standard Code.TELEPHONE, 232.
Hongkong, 20th March, 1903.THE Beer to drink in the tropics is the Beer
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NOTICE

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five cents.

The Hongkong Telegraph

HONGKONG, MONDAY, JANUARY 11, 1904.

MACAO-CANTON RAILWAY.

Following the opening of the branch line of the great Canton-Hankow railway now being constructed by the American China Development Company, the first practical step to give effect to the concession by H.I.M. the Emperor of China to the Portuguese Government whereby the line to connect the Colony of Macao by rail with the capital of South China might be an accomplished fact, must be regarded as in the nature of a very important measure to throw open this portion of the Flowery Kingdom. Learning that the Portuguese Minister Delegate to the Court at Peking had held several important conferences with the leading members of the Chinese community in Macao, to study the ways and means for building the line, and learning that H.E. was about to resume his journey to the North, our representative proceeded to Macao and was able to gather very important particulars, printed elsewhere in this issue, regarding the meeting held at the Government House yesterday. It will be seen from the report, that the concession has practically been granted, in the major portion, to the Chinese capitalists of the neighbouring Colony with just a sprinkle of Portuguese members, who must undoubtedly hold a share in the concession in order to give it the character of a Luso-Chinese company under whose auspices, it is believed, the construction of the line will be carried to a successful issue. This, of course, is on the assumption that in his present mission Senhor Branco will meet with the success which it is the treaty, by which the construction of the line was ceded to the Government of Portugal. Our readers may remember that Senhor Branco presented the result of his labours, after his mission of 1901-02, to the Portuguese parliament in a White Book that has since been published, and the Chamber of Deputies rejected the ratification of the Treaty by which the Chinese Customs was to have been established in the heart of the Portuguese colony. We do not blame the opposition which was thus set up against the attitude assumed by the Lisbon Government because sentiment was not wholly undivided even at Macao, and also in Hongkong where the Portuguese Press was most strenuous in its denunciation of what is considered as the selling of the birthright of the trade of the port for a mess of pottage by establishing a cordon, such as the Chinese Customs would undoubtedly set up, were the Custom-house under the control of the Imperial Government of China to have a collecting base, with its outposts and outstations in, around, and about Macao. We are, nevertheless, not blind to the fact that there exists another party equally influential, holding equally strong views, for the maintenance of the Customs in Macao and, receiving as the *quid pro quo*, tradit advantages in regard to the navigation of the West River and the concession for the railway, which the Portuguese Minister Delegate succeeded in obtaining from the Waiwupu, on the occasion of his last mission to the Government at Peking. With reference to the railway, it will be observed that, according to our report, the agreement that was arrived at last night only binds the signatories thereto for the preliminary expenses connected with the first survey of the route. This is not expected to amount to much; but, on the other hand, the deed executed yesterday is important, in so far as it practically concedes to the parties to that agreement the right to construct by themselves, or by their representatives, the line which is destined to bring railway connection in South China further down in our neighbourhood by forty miles. The examination of the names of the members composing the syndicate reveals the fact that they are all—speaking only of the Chinese gentlemen—connected with, and having large land and agricultural interests in the district of Heungshan. It is thought that, without this composition of a syndicate the difficulty in overcoming the objections from the inhabitants of Heungshan, through which the line will have to pass, will be more

than a purely foreign syndicate can cope with. As it is at present constituted, and because of the personal influence which these gentlemen can command with the provincial authorities on the one hand and the district officials and inhabitants on the other, it is counted almost for certain that *Jengshui* and other influences have been successfully propitiated. From conversation which our representative has had with some of the leading members of the syndicate, he gathered that they regard the building of the line not merely as a commercial venture, which in itself will undoubtedly pay in the end, but also as a patriotic movement to give that impetus to the agricultural and farming industry which Heungshan stands so much in need of, owing to the lack of the means of transport. Rice could be produced in abundance in the fertile fields of the valley stretching east and west of the Island. Favourable land for mulberry cultivation in the Suntak district borders on Heungshan, and this will be turned to good and profitable account with the advent of the "iron horse." But a railway alone would be of little or no value were the harbour of Macao to remain in its present silted-up condition. Therefore, the syndicate impressed upon the attention of the Portuguese Minister the necessity of clearing the harbour and obtaining better facilities for the navigation of the port. They were given the assurance that this work, the need for which is recognised by the Government, will be commenced simultaneously with the railway construction, and it is estimated that, for the former, an expenditure of quite five million dollars will be needed. Having regard to the fact that the Ministry in Lisbon has exhibited so much short-sightedness in the past as regards the colonies of Portugal, is there any hope that the optimistic views of the concessionaries will at all be realised, even assuming that the construction of the line will become an accomplished fact? Portugal exhibited remarkable ingenuity in colonial expansion in the days gone by and led the way to communication between the West and the East. Great as has been her colonial expansion in the centuries when the untold wealth of the Gorgonian East was laid open to the West by the skill and intrepidity of her navigators, in like degree is her inaptitude at the present day to give her colonies that facility for aggrandisement which Nature has undoubtedly endowed them with in physical resources.

LOCAL AND GENERAL.

THE Japanese Government has recognised the independence of the new Republic of Panama.

It is reported that a loan of £1,000,000 is to be raised in England for the Seoul-Pusan railway.

THE ratification of the French-Siamese treaty has been postponed till the 15th February.—*Mainichi*.

SEVERAL members of the Iroquois Theatre staff, Chicago, have been arrested on the charge of manslaughter. King Edward has sent a sympathetic telegraphic message about the sad event.—*Mainichi*.

IN Texas, last month, a negro, convicted of attempted assault, was sentenced to one thousand years in the penitentiary. Under the law the jury could not impose a death sentence. At the time of his arrest the man narrowly escaped being lynched.

AN Imperial Ordinance decrees that "in case of necessity" a Lieutenant-General or Vice-Admiral shall be nominated by the Emperor to command the military and naval forces in Formosa, under the orders of the Governor-General, but he may act independently in any pressing emergency.

A LONDON wire to *Mainichi*, date 1st inst., says that the *Novos Vremya*, seeing that the French public has the tendency not to recognize the application of the Russo-French Alliance to the Far East, has declared that Japan intends to occupy French Indo-China and suggest that France shall occupy Formosa.

THE following is the return of visitors to the City Hall Library and Museum for the week ending 10th January, 1904:—

	Library	Museum
Non-Chinese	230	62
Chinese	93	2,275
Total	323	2,337

A PAINFUL sensation was caused in the Settlements on 6th inst. when it became known that Mr. R. Schwind of the Russo-Chinese Bank had been arrested on a charge of embezzling about £12,000 from his employers. Mr. Schwind was arrested on a German Consular warrant yesterday morning and was brought up before Mr. Maess, H.I.C.M. Vice-Consul. The proceedings were of a private nature and it is understood that there will not be another hearing for some days. Meanwhile the accused is to be kept in custody at the British Consular Gaol. Defalcations having been alleged against another member of the staff of the Bank, who recently left for home, a warrant for his arrest has been telegraphed to Singapore by the German Consular authorities.—*N. C. D. News*.

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THE PORTUGUESE MINISTER TO CHINA.

DEPARTURE FROM MACAO.

After a brief sojourn of about a fortnight at Macao, His Excellency Conselheiro José d'Azevedo Castello Branco, Portuguese Minister designate to the Chinese Court, left Macao this morning en route to the Chinese capital. The send-off was a purely official one, there being present at the wharf at Macao this morning the members of the Administrative Council (including the Right Reverend the Bishop of Macao, the president of the Council, the Chief Justice, and the Acting Colonial Secretary), the heads of departments, civil and military as well as members of the ecclesiastical body. Among those present we noted also the Rev. Father A. C. W. S. J., Mr. F. O. Seaton, British Vice-Consul, Mr. W. Noyes Morehouse, Commissioner of Lappa Customs, and others.

Shortly before eight o'clock—the hour of departure—His Excellency arrived at the wharf, Captain Clarke having gaily dressed his popular, paternal liner, the *Heungshan*, in honour of the distinguished traveller. A guard of honour of the local artillery, under Capt. Durand, was drawn up at the pier gate and the Town Band was also in attendance. The guard presented arms on the arrival of Senhor Branco to the strains of the Band. Having returned the military courtesy His Excellency at once proceeded on board, and in the spacious saloon of the *Heungshan* received all the members of the Portuguese colonial administration, who had gone on board to bid him God-speed. The Minister shook hands with each gentleman as he said "Good-bye." On the sounding of the 8 o'clock bell the visitors proceeded down the gangway and awaited the casting off of the cables by the stately river boat. Punctual to time in answer to the telegram from the bridge Chief Engineer Patterson set his engines going and the fine boat steadily moved out from the pier. Meanwhile, the guard of honour ashore again presented arms and the Band struck up the Portuguese national anthem. All heads on board were bared. Senhor Branco, who was on the promenade deck in company with Viscount Maximilian Foy, who happened to be a traveller by the *Heungshan* on his return trip from Macao this morning, waving his hat in response to those on the wharf. As the steamer circled round the Bomparto Fort in the inner harbour a salute of fifteen guns was fired from the battery in honour of His Excellency. The same honour was accorded him when the *Heungshan* steamed past Praia Grande, fifteen guns being fired also by the historical San Francisco battery.

ARRIVAL AT HONGKONG.

After a three-hour steam the *Heungshan* arrived at Hongkong and was made fast to the Hongkong, Canton and Macao Steamboat Co.'s wharf at 11.15 a.m. His Excellency is putting up at the King Edward Hotel prior to embarking on board the M. M. mail steamer *Ernest Simons* for Shanghai. At the Northern port the Minister will remain about a week or two and then proceed to Peking where he hopes to arrive in time for the Imperial audience after the Chinese New Year.

THE MACAO-CANTON RAILWAY.

IMPORTANT MEETING YESTERDAY.

During the Minister's residence of a fortnight at Macao, it was well known that conferences, partaking more of social meetings, were held between His Excellency and the leading Chinese merchants *apropos* of the Macao-Canton railway, permission for the construction of which had been given by the Chinese Government last year. The meeting of last evening, however, was the outcome of the discussions previously held and resulted in the signing of a provisional agreement for the granting of the railway concession to a Luso-Chinese syndicate pending the ratification of the original concession to the Portuguese authorities by the Central Government of the Middle Kingdom. The meeting was held at Government House, Macao, at eight o'clock yesterday and was presided over by His Excellency Senhor Castello Branco, Portuguese Minister Plenipotentiary and Envoy Extraordinary to China. Others present were:—Mr. A. Abreu Nunes (Director of Public Works), Messrs. A. J. Basto, Pedro Nolasco da Silva, C. A. R. d'Assumpção (ex-Chinese Secretary to the Portuguese Legation in Peking) and José Ribeiro. Messrs. Ed. Marques and José Jorge were present in their capacity of official Chinese interpreters. The Chinese gentlemen present were:—Messrs. Chan Tong (retired sugar merchant of Honolulu, H.I.), Chan Fong (Comprador, Messrs. D. Agias, Lapraik & Co. Ltd.), Lim Yik representing his father Mr. Luc Au (banker), Lam Ham Ling (formerly Opium Farmer of Hongkong), Yung Tat Fong (Comprador, Chartered Bank of India, Australia & China), Ho Lok (Concessionaire of the Macao Lottery and partner in the Hang Wo Bank), Siu Ying Chow (merchandise) and Yung Hoi (general manager, Man Yu Tong, Ltd.).

Senhor Branco explained that, pursuant to previous deliberations, that meeting was called to give formal effect to an agreement which, he believed, all present had tacitly arrived at in respect of the construction of the railway line from Macao to Canton which had been conceded to the Portuguese Government by His Majesty the Emperor of China, which concession remains now to be ratified. He also explained the advantages which such a line would undoubtedly confer upon the inhabitants of the populous district of Heungshan by throwing open the fertile fields now only awaiting development by the introduction of the railway and other Western methods which have been productive of such great results in other lands.

The meeting was thoroughly in accord with His Excellency's view and proceeded to sign the Portuguese text of an agreement drawn up in that language, with a Chinese translation attached, which provided that the signatories, viz., Messrs. Chan Fong, Chan Tong, Lim Yik,

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Lam Ham Ling, Yung Tat Fong, Ho Lok, Siu Ying Chow, A. J. Basto, P. Nolasco da Silva, C. A. R. d'Assumpção, and José Ribeiro, undertook to bear a proportionate charge of the preliminary expenses in connection with a survey of the line on condition that the concession for the construction thereof be granted to the syndicate. Mr. Chan Fong was elected chairman of the syndicate.

THE BOXING TOURNAMENT.

AT THE CITY HALL.

Saturday evening, before a crowded and enthusiastic audience, a boxing competition took place, which afforded excellent entertainment to our local sports and to the numerous sailors and soldiers who composed the major portion of the spectators. The promoters and organisers, Messrs. W. J. Manser, H. J. E. Gow and V. Kuster, are to be heartily congratulated on the success of their venture. By kind permission of Captain Leslie Stuart, C.M.G., M.V.O., R.N., and officers of the battleship, the full band of H.M.S. *Vengeance* was present, under the direction of Signor Carlo Guidotti, and played some charming selections during the intervals.

The officials were:—M.C., Mr. W. J. Manser; referee, Mr. C. C. St. Clair; timekeeper, "Slogger" Barnes; judges, Messrs. V. Kuster and Moore.

BERGEN V. BYNG.

This first event was a six-round contest between the middleweights, Bergen of the *Tamar* and Byng of the *Vengeance*. Bergen was in much better form than on his last appearance and fully came up to the expectations of his admirers. He started well from the beginning, and quickly got in his left on Byng's eye and nose, and a telling right on the jaw. Byng retaliated and landed two beautiful lefts on the neck and ribs, but advantages of the round were to Bergen. In the second, Byng led off with a left-handed jab on the ribs of the *Tamar*'s man, who retaliated with a nasty left on the stoker's jaw. There was some sparring till Byng got in a strong right facer, which staggered his opponent. The men sparred warily in the third round, each having had a taste of the other's powers and were adverse to risk punishment. Bergen got in a straight hard right over the heart, and Byng was looking sick as the gong went. Bergen opened in the fourth round with the evident intention of knocking his man out. He got in a smashing left on his opponent's jaw, but Byng dodged cleverly and avoided further punishment and pluckily held up his end till the gong sounded. There was a good deal of sparring in the fifth round. Bergen got in a left swing on the neck and Byng went to the ropes. He got away, however, and attacked, getting in successively a left, right and left on Bergen's face and jaw, and a heavy right in the ribs. Bergen looked decidedly groggy at the end of this round. In the sixth and last round both men did their best to make it a win. Bergen, who had looked up opened smartly with a left at head, Byng dodged and landed a smashing right on the neck. Bergen riposted with a smart left on the chin, and the men were sparring when time was called. This was a good match, both men being clean and clever fighters and equally matched. A draw was given, and the decision was received with loud applause.

JONES V. MORGAN.

This was a ten-rounds heavy weight contest for a purse, between Jones, R. M. A., of the *Albion* (Heavy Weight Champion of the China Station), and Morgan of the *Vengeance* (Runner-up of the Mediterranean Heavy Weight Championship). Jones opened in the first round with a left on chest, but Morgan held off and watched his man for a bit. He suddenly rushed in and landed a left and right on the neck and there was a clinch. Jones attacked but Morgan stopped him with a pretty uppercut with the left on the chin. Jones rushed again and got in a left on the neck, but Morgan sent him to the ropes with a right uppercut on the point. They were sparring as the gong went. In the second round Morgan opened and got in a left and right on the head. There was a clinch. Jones got in his left on the neck of his opponent, who responded with a telling right uppercut on the jaw. Jones got in a left on neck again and tried a right at head. Morgan dodged and got in a slashing left on the ribs. There was a good deal of sparring in the third round. Jones led with a left on neck and got in another on Morgan's jaw and there was a clinch. Morgan now led and landed a left on face and right on body. Jones was driven to the ropes and nearly fell. The men now showed evident signs of fatigue. Morgan did not follow up his advantage quick enough and Jones was rallying as time was called. Clinches were frequent in the fourth round. Jones opened with a left and missed. Morgan rushed in and pushed his man to the ropes. He got in a heavy left on head and Jones staggered. Jones now attacked and both men got in a left on head. Jones was now looking groggy. Morgan rushed in landed two lefts on the chin and Jones went down as the gong went.

In the fifth round Morgan opened with a left on the heart and a clinch followed. Morgan got in a left on head and right swing on knees on the break. Jones attacked and drove Morgan to the ropes. Morgan got in a left on neck and Jones a right on face. Morgan drove his man to the corner but failed to follow him up. A ding-dong went on a few seconds and Jones seemed to be feebling. The men were sparring as time was called. In the sixth round Jones got in a swinging left on the neck, Morgan riposted with a right on the head. Morgan now got in a left on the point and right on the peeper and Jones went down. On the rise Morgan got in a left on the chin. The men were sparring as the gong went. Jones opened the seventh round with a left but missed, got Morgan's right on the head and went to the ropes. Jones was looking very

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ured. Jones tried a left and missed. Morgan landed a left on neck and Jones replied with a right on cheek. There was a clinch. There was some sparring in the eighth round. Morgan got in a severe left on the head. In the ninth Morgan got in a beautiful left on the ribs and then landed a left and right on the head. Morgan rushed again and knocked Jones down with a left on the jaw. Time was called as he rose.

Morgan was declared the winner.

LAYTON V. LACEY.

The third event was a twenty-round contest for the Bantam Championship of the China Station, between Layton of the *Albion* (Champion of the China Station) and Lacey of the *Vengeance* (Champion of the Mediterranean).

Layton opened with a left and Lacey countered with a left on head and right on the ribs. Layton went to the ropes and nearly fell. Lacey did most of the leading and got in a right and left swing on ear and head. Layton went down on his knees. In the second round Lacey got in a right on head and Layton riposted with a swinging left on the neck. There was some sparring and Lacey got in a left on the ear, a clinch followed. Lacey led again with left but missed, Layton got in a left on chin, Lacey got in a swinging left on the heart and Layton went down. The men were sparring as the gong went. In the third and fourth rounds Lacey did all the leading and punished his man severely. Layton dodged well, but looked tired, evidently feeling his two knock-outs. He lucked up however in the fifth and got in a fine right on the head. Both men showed a lot of skill. Lacey placed a fine left swing on his opponent's head and a straight right on the face. Layton got in a hard left on the ribs and some sparring took place. Lacey put in a smart right of the face and Layton replied with a left jab on the heart. Layton opened the sixth round with a right on the ribs. Lacey got in his left twice on head and neck, then rushed in and placed a right on the chin. Both men were going strong and had evidently got their second wind. This round was a hammer-and-tongs go, both men giving and receiving punishment. Lacey dodged well. Towards the end of the round Layton landed a left on neck, right on heart and followed up with a swinging left on nose, which drew first blood. Layton opened the seventh round with a right in the wind; there was a lot of sparring. Layton got in a right on the ear and both men went at it ding-dong and received some beatings. Lacey rushed but was stopped with a right on chest. Lacey went strong in the eighth and ninth rounds, though both men were game and honours were about equal. Lacey opened the tenth round with a right, Layton dodged and there was some sparring. Lacey got in a heavy right on the ribs as the gong went. In the next eight rounds it seemed as if Layton would have the best of it. He opened most of the time but both men were tired and telling blows were rare. There was also a good deal of sparring for wind and the two champions were evidently keeping their remaining strength for the finals. Lacey got severely mauled about the head, but was as game as ever when the nineteenth round started. Layton led with a right and left on ribs and followed up with a left jab over the heart. Lacey rushed in and Layton stopped him with a left on the face. Layton got in a left and right on the ribs, following up with a left on the neck. Lacey got in a tremendous left swing on the ear. The men were sparring when time was called.

In the twentieth round both men opened simultaneously for head with left. Layton tried to knock his man out but Lacey was game and stopped him with a nasty left in the face. He followed his man up and went at him hammer-and-tongs. Layton got in a left on the cheek, but slipped on the recovery, Lacey followed him up and landed a heavy right on ear. Layton nearly went down. The gong went as the men were sparring.

This was the best bout of the evening, 10th men being clever fighters and full of grit. The decision given was a draw which was received with wild applause.

(To be continued.)

A PARTY of Russian sailors from the gunboat *Riflet* caused a great disturbance on the Bund the other day. There were six or eight of them, and they seemed to be split into two rival factions, which kept up a running fight down the road. They were followed by several police, who separated the combatants when the fight waxed too furious, but the men were so bent upon knocking each other down, that finally the police took two of them into custody. They were taken to the police station, kicking and struggling the whole way, and as the Russian Consulate was closed, were finally escorted to their ship by two constables.—*N. C. D. News*.

SHIPPING AND MAILS.

MAILS DUE.

French (*Ernest Simon*) 10th inst.
Canadian (*Athenian*) 13th inst.
English (*Malta*) 16th inst.
Canadian (*Empress of India*) 18th inst.
American (*Doric*) 19th inst.

The N. P. S. Co.'s s.s. *Victoria* sailed from Yokohama for Victoria, B.C., and Tacoma, Wash., on 9th inst.

The P. & A. s.s. *Indravelli* arrived at Yokohama on 9th inst., and may be expected to arrive at Hongkong on 23rd inst.

The P. & O. S. N. Co.'s s.s. *Malta* left Singapore for this port on 11th inst., at 6 a.m., with the outward English Mails, and is due here on 16th inst., at about 5 p.m.

The C. P. R. Co.'s s.s. *Athman* arrived at Shanghai at 1:30 p.m., on 10th inst., and left again at midnight same day, for Hongkong where she is due to arrive at 3 p.m., on 13th inst.

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TELEGRAMS.

(Reuters.)

The "Wallaroo" Explosion.

LONDON, 8th January.—Later advices state that only four men were killed and three injured by the boiler explosion on H. M. S. "Wallaroo". The mistake occurred through the misreading of signals.

The Situation.

Stocks recovered somewhat on Wednesday, but were again down yesterday. Public feeling is uneasy. A Russian Legation guard has reached Seoul, having marched overland. Russia's reply to Japan is kept secret.

The "Times" on the Situation.

LONDON, 8th January.—The "Times" adopts a stronger tone than hitherto in regard to the Far Eastern crisis and declares that our first duty in the event of war between Russia and Japan is to prevent others from joining in against Japan; that England cannot under any circumstances afford to see the dominion of the Far East pass into the hands of a single unfriendly power, or look on and see Japan obliterated or reduced to the rank of a second-rate power. If war comes, we must watch vigilantly and be prepared to protect our interests.

The price of corn has risen one shilling per quarter in consequence of the Far Eastern situation.

The United States Cabinet has instructed Admiral Evans not to proceed to Japanese or Russian waters at present.

9th January.

Count Benckendorff and Viscount Hayashi have visited the Foreign Office, almost simultaneously. The Ambassador was received by Lord Lansdowne first and had a lengthy interview. Viscount Hayashi was received immediately afterwards.

LATER.

All the Bourses are stronger, reflecting a sudden reversion to hopefulness, based on well accredited reports that the latest note recognises Japan's preponderance in Korea which at the instance of Admiral Alexieff was previously refused. It is generally believed that this concession will lead to a continuance of negotiations making for peace.

The Japanese war ships *Myosin* and *Kanaga* have left Genoa for Suva flying the Japanese flag. The crews are composed of half English and half Italian commanded by Englishmen, and the other officers are all English with exception of five Japanese.

(Der Ostasiatische Lloyd.)

The Crisis.

Shanghai, 5th January.—The Russian Government has sent its answer to the last Japanese Note in Admiral Alexieff, who is ordered to forward it at once to the Japanese Government. It is proposed therein, that the negotiations about some new points, which have been raised, will be transferred—as we have already wired on the 24th December—to St. Petersburg. Both in Berlin and in Paris, the best-informed circles assure us that any warlike measures taken by Japan in South Korea would not be a case of war for Russia. If the Russian answer is received favourably in Tokyo, Admiral Alexieff will start at once for St. Petersburg.

LATER.

The Russian Commercial Telegraph Bureau at Berlin learns from St. Petersburg, that Admiral Alexieff has already forwarded the Russian Note to the Russian Minister at Tokyo, who probably will hand it to-morrow (i. e., to-day, the 6th.—The Editor) to the Japanese Government. Well-informed circles of St. Petersburg are convinced that Russia will not break the peace. It is reported that Russia accepts in her last note Japan's demands with regard to Korea, but Russia has added some conditions.

Berlin, 6th January.

No Power will offer any resistance against the Japanese movements in South Korea. Great Britain and America are each sending a man-of-war to Chemulpo and a legation guard to Seoul.

Petroleum.

The Nobel Company has made a reduction in the price of petroleum of twelve kopeks.

The Chicago Fire.

The fire at the Chicago Ingleth Theatre has been the cause of an exchange of friendly telegrams between H. M. the Kaiser and President Roosevelt.

Obituary.

Professor Friedrich Jolly, the best-known German psychiatrist, is dead, aged 59.

The Kaiser and the King.

H. M. the Kaiser and King Edward of England exchanged very hearty congratulations at New Year. The latter indicated his intention to visit Berlin, probably in May.

(N. C. D. News.)

The Japanese View of Russia's Reply.

Tokio, 7th January.—Russia's rejoinder is again unsatisfactory. Russia appears still to hope for a peaceful settlement, but the situation is considered here to be most grave and to have now reached the stage where it must be handled by the military arm.

LATER.

Russia's answer is unsatisfactory, especially with reference to Korea. The negotiations between Japan and Russia have no common ground on which they can be continued. The

so-called friendly negotiations are undoubtedly futile.

Legation Guards for Korea.

Tokio, 7th January.—Twenty-three Russian soldiers and one officer arrived at Seoul yesterday for the protection of the Russian Legation.

LATER.

The Russian Legation guards are marines, not soldiers.

Death of the Korean Empress-Dowager.

Tokio, 7th January.—On account of the death of the Empress-Dowager of Korea, the Tokio Court has gone into mourning for nine days from to-day.

An Important Council.

Tokio, 7th January.—It is expected that there will be a conference shortly before the Throne between the Elder Statesmen and the Cabinet.

(Japanese Exchanges.)

Japan's New Cruisers.

LONDON, 31st December.—The Japanese Government have purchased two Argentine armoured cruisers, viz., the *Albatros* and the *Riondani*. These ships have a speed of twenty knots and a tonnage of seven thousand seven hundred. In armour and armament they are exactly the same as the *Asama* class.

The price is a million and a half sterling. The ships are to be completely ready during January. The contract was signed to-night.

The Russian Government endeavoured to purchase these ships, but were not successful.

[These ships are to be named the *Nisshin* and *Kanaga*.]

An Interview with Admiral Alexieff.

Peking, 28th December.—Chang Yik, who recently went to Port Arthur, where he interviewed Viceroy Alexieff, states that his call on the Viceroy had no political meaning. He went there, at the instance of Admiral Alexieff, in order to inspect the Chinese Eastern Railway. Chang further states that the Viceroy declared that Russia desires peace, but is preparing for any emergency. The withdrawal of troops is, he said, impossible at the present moment on account of the cold and the outbreak of mounted bandits in various districts.

It is reported that Chang Yik, who interviewed Viceroy Alexieff at Port Arthur recently, has given permission to Russia for the construction of a railway between Shinmienton and Moulken. The report is not yet confirmed; but it is believed to be true. British subjects here, highly censured Chang's conduct, and Chinese officials also blame him. Viceroy Yuan has declared that he will never endorse the promise said to have been given to Russia by Chang Yik.

THE FLEET.

SMART COALING WORK.

In our issue of Saturday last we reported a smart piece of coaling work on H. M. S. *Vengeance*, and we now learn that the cruiser *Leviathan* has made a most creditable performance. Whilst coaling in the harbour on Friday, she averaged 314 tons per hour, which also reflects the greatest credit on the officers and ship's company.

THE ADMIRAL.

Sir Cyprian Bridge left Shanghai to-day and is expected to arrive in Mins Bay on Wednesday next.

Vice-Admiral Sir Gerard Noel is due to arrive on the China Station on the 13th prox., while Capt. Kirby is expected on the 18th prox.

CLAIM FOR NON-ACCEPTANCE OF GOODS.

At the Supreme Court this morning, before the Puisne Judge, Mr. A. G. Wise, Messrs. W. & Co., merchants, of 6, Ice House Street, proceeded against the Chop Yik firm, merchants of this city, to recover the sum of \$1,066 54, reduced to \$1,000, being damages sustained by reason of the non-acceptance by the defendants of twenty cases of Oxford shirts, directed to be purchased by them from the plaintiffs, under a contract, dated the 12th February last.

Mr. H. W. Looker (of Messrs. Deacon, Looker and Deacon) appeared on behalf of the plaintiff firm, and Mr. M. W. Slade (instructed by Mr. F. X. d'Almada e Castro) represented the defendants. Mr. Looker explained that the claim was reduced to \$1,000 in order to bring it within his Lordship's jurisdiction, and after stating the facts of the case, observed that, as far as he understood, nothing turned on the quality of the goods themselves, but simply on the fact that the cases did not arrive in a proper time. His Lordship would have to decide the meaning of the words, "as soon as possible," regarding the date of delivery of the goods. He proceeded to quote section 7, sub-section 1 of the Sale of Goods Ordinance, No. 7 of 18 6, and referred to the case of *Attwood and others v. Emery*, reported in 1 Common Bench reports, at page 110. Mr. Slade, however, remarked that the points in the latter case had been substantially overruled. The case was further argued, and ultimately the case was adjourned.

The *Bangkok Times* of 28th ult. reports that the heaviest storm known for years has raged in the Gulf of Siam during the past fortnight. The Dutch steamer *Chow Phya* went aground at the bar of the Kelantan river, and remained there four days before she could be got off. The lighter, which had been ashore at Kelantan, was floated a week ago, and was found not to have sustained any damage. The *Langoor* cannot be dug out until the next S. W. monsoon.

A DISTINGUISHED TRAVELLER.

IN HONGKONG.

RAILWAYS IN CHINA.

(Continued.)

The Vicomte Maximilien Foy then gave us a most interesting account of the results obtained on the two completed sections of the Peking-Hankow line, which have a total length of 825 kilometres. "The railway runs through a magnificently fertile country covered with corn-fields, and branch lines are in construction penetrating into the districts in which the vast Shansi coal-fields are situated. As soon as a section is opened, the Franco-Belgian Co. has the satisfaction of seeing the native population make immediate use of this new rapid means of transport, both for themselves and their products, and, in each instance, the profits have covered the working expenses from the outset. The peasants are a pacific and good-tempered people, and the trains are crowded with passengers who have at once realised the advantages attached to the rapidity and cheapness of railway travelling. Thanks to the careful instructions circulated by, and the tact of Mr. Jadot, the relations of the European employers with the surrounding population are excellent." The Vicomte believes that the principal reason that points to the assured success of the Peking-Hankow line is the fact that the railway never runs parallel with the principal waterways, so that it is not brought into competition with the cheap system of Chinese river transport, and, in the regions traversed by it, goods were formerly carried overland to the nearest market-towns by coolies.

HANKOW TO CANTON.

From Hankow to Canton the Vicomte followed for the major portion of the route, the proposed track of the Hankow-Canton line. He proceeded to Yuchow, up the Yangtze by steamer, and thence by junk to Changsha, the capital of Hunan. He was greatly impressed by the beautiful situation of this important city, which, he states, has a population of from 250 to 300,000. There is an important trade there and transport takes place by means of junks on the Tsang river, a branch of the Yangtze, the waters of which are covered with these boats. The Vicomte is of opinion that a railway line running along this river would have to encounter serious competition. "I think," he said, "that the Canton-Hankow Railway has three great difficulties before it. Firstly, the very mountainous country through which a considerable portion of it must pass and which will make its construction extremely expensive. Secondly, the land is far from being as fertile as the big corn producing plains of the north; and thirdly, owing to the superficial conformation of the country, the line has to follow valleys in which important rivers already offer cheap and fairly rapid means of transport. For these three reasons it is to be feared that the new railway will take some time before it can secure profits, though of course in the long run it is bound to succeed and will undoubtedly attain prosperity. The immediate success of the completed sections of the Peking-Hankow line came as a surprise to its constructors, who had imagined that some years must pass before they could secure the receipts that were actually coming in. This unlooked-for result is, in my opinion, due entirely to the fact that the major portion of the line passes through a country where there is no practical means of fluvial transport. From Changsha I travelled on a well appointed mandarin's house-boat escorted by gunboats, these were kindly placed at my disposal by the Taoist. Runners had been sent to the mandarins and right up to Canton, these officials were extremely kind and hospitable. My journey was consequently a most comfortable one. I slept each night at the yamens and, when I left the river, the officials supplied me with chairs, coolies and an escort. The population was good-tempered and respectful but very curious, sometimes to an uncomfortable degree. This is not to be surprised at, however, for many of them had probably never seen a European. Indeed, in replying to a local mandarin, who was voluble in his excuses for the conduct of the peasantry, I mentioned that there were many places in France where the country-folk would display equal curiosity were Chinese travellers to pass through their country. It should be mentioned that I was never subjected to any real inconvenience by the attitude of the people. The journey from Hankow to Canton took 33 days, and during that time I enjoyed excellent health and was never troubled with fever. The best part of the route is through a most picturesque country, and between Leyang and Chengchow we marched for a whole day through a forest of tea-camellias in full bloom. The gorges of Ping Tse, situated at the source of the North River, on the frontiers of Hunan and Kwangtung, are impressively beautiful. The future railway will have to pass, for 100 kilometres, through this region and the work of building the line will be a very arduous one." During his journey to Canton the Vicomte was accompanied by M. Georges Buller, a well known French writer. The Vicomte is now going on to Tonking, which he intends to reach by the overland route from Canton, passing through the Kwangtung and Kwangsi, via Nanning and Langchow. When questioned as to the attitude of France with regard to China the Vicomte said:—"France has great interests in the development of South China and so has England; indeed, they are the two countries whose influence and trade are predominant there; therefore I think it would be advisable for them to come to some definite understanding acceptable to both countries as soon as possible, and that before a third Power steps in and eats the cake. The treaty of arbitration which already exists between England and France is the best of proof that both nations are desirous of living on good terms with each other, and there is therefore no reason why it should not be a comparatively easy matter to settle, once and for all, on a satisfactory basis, questions relating to trade interests in South China."

FOOTBALL.

Following is the result of the matches played by Naval teams in connection with the Challenge Shield. The table includes the matches played on Saturday last.

	Played	Won	Drawn	Lost	Points
Albion	7	6	1	0	13
Amphitrite....	4	0	2	2	2
Cressy	2	1	0	1	2
Eclipse	5	1	0	4	1
Leviathan	4	2	2	0	6
Ocean	3	2	0	1	4
Vengeance	6	2	0	4	4

THE CUP.

The result of matches for the Cup is—

	Played	Won	Lost	Drawn	Points
Rinaldo	6	6	0	0	12
Britomart ...	2	2	0	0	4
Bramble	4	2	2	0	4
Espeigle	2	0	1	1	2
Vestal	2	0	1	1	1
Humber	5	1	3	1	3
Algerine	1	0	1	0	0
Waterwitch, ..	1	0	1	0	0
Phoenix	2	0	2	0	0

NORTHERN NOTES.

From exchanges to hand to-day, we cull the following paragraphs:—

The *Asahi* has a report that the three T. Y. K. trans-Pacific liners, *Nippon*, *Hongkong*, and *America*, have been chartered as transport cruisers.

All the temples in Hiroshima have been leased as barracks for troops.

The Japanese Minister to Korea contradicts the story that the rioters in Chollado and the neighbouring provinces have any connection with the Tonghaks.

The *National Zeitung* of Berlin says that Russia is despatching the railway guards from Warsaw to Manchuria.

The *Shanghai Times*, of 7th inst., says:—"We hear that the British cruiser, *Sirius* has left Wei-hai-wei for Chemulpo with a good sized force of marines, under two officers from the cruiser *Cressy*, in form the guard of the British Legation in Seoul."

Chang Pyeng-suk, the Korean who acted as Russian agent in buying up houses at Yong-Ampho, has been condemned to the chain-gang for life. The Russian authorities have done nothing to help him. The land asked for by the Russians at the port, and marked out by them, is 5,300 feet long and 4,360 feet wide.

The Russian Volunteer Fleet steamer *Karadon*, which was ordered back to the Black Sea, was carrying 2,000 Russian soldiers on board.

The *Kobe Chronicle*, of 1st inst., says:—"Intense activity continues to prevail at Tokyo, and the military and naval departments are working at full pressure, instead of closing their doors for the New Year holidays as usual. There is, however, no special news from Tokyo, where the situation continues unchanged."

Some interesting items of news come from Europe, however. Japan has purchased the two Argentine war-ships building in Genoa for £1,500,000. Like Russia, she has placed large orders for provisions in America, and is also obtaining a special quality of coal from thence. How, in the face of such information, and of much else to like effect, Berlin can profess that no fears are felt in Europe that peace will be broken in the Far East, it is difficult to understand. The assertion in St. Petersburg that the latest Note received from Japan has given great pleasure to the Russian Government by the conciliatory attitude may be intended for the Censor-riden Press of Russia; it can hardly deceive any one else. The real fact of the matter is that the decision of the question whether there is to be peace or war rests with Russia, for there can be no doubt as to what the preparations in Japan portend.

Urgent Imperial Ordinance, No. 296, has just been published as an "extra" to the *Official Gazette*. The Ordinance authorises the Government to appoint a Commander of the Formosa Garrison in case of necessity, the Commander so appointed being commissioned personally by the Emperor and chosen from among Lieutenant-Generals or Vice-Admirals. The Commander shall direct the Army and Navy in Formosa, acting under the instructions of the Governor-General of Formosa. Under urgent circumstances the Commander of the garrison may act independently of the Governor-General in war operations.

The war rate of insurance for cargoes of N.Y.K. steamers on the European line, which was recently raised to Y5, has now been increased to Y10. A similar rate is charged on the B-mbay line, but the rate on the Seattle route is only Y1.50.

The officials of some sections of the Financial Department and all the officials of the Railway Working Bureau have been warned not to go more than one day's journey from the capital during the winter vacation as their services may be required at any moment.

It is rumoured among Japanese in Kobe that several steamers chartered by the Wuroi Shokwai of Shimonoseki (Messrs. Holmes, Ringer and Co.) to convey coal to Port Arthur have been seized by the Russians. The origin of the rumour seems to be that the Japanese owners of the vessels can get no reply to their telegrams. Why the Russians should seize vessels which are conveying the coal which they require so much we cannot say. Certainly such a course would prevent any more coal being shipped in Japanese bottoms to the Russian port. The story, we think, may be dismissed as mythical.

The *Yorodzu* states that sweeping changes in the personnel of the navy have been made but that the details are being kept secret. The same journal learns that in St. Petersburg a movement is on foot for the transference of the negotiations from Tokio to the Russian capital. The Japanese Government, however, is reported to be resolved not to entertain such a proposal, as both the Government and people are eager for a speedy settlement of the complications.

P. R. C.

SCRATCH RACE.

The following are the crews selected for the Scratch Races to take place on Saturday, the 31st inst.

RACE NO. 1.

Thistle	Shamrock
F. D. Bain (Stroke)	A. Humphreys (Stroke)
G. C. Coote	J. J. Watson
F. Ancoit	W. Goggin
E. Millar	J. H. Seth

Kornblume.

J. A. S. Alves (Stroke)	
F. P. Musso	
F. F. Eca da Silva	
A. E. Asger	

Leek.

H. C. Austen (Stroke)	R. C. Wittich (Stroke)
A. Loureiro	H. A. Lammet
H. Rapp	J. Cruickshank
A. G. V. Ribeiro	W. Sayer

RACE NO. 2.

Leek	Rose
G. Wittich (Stroke)	S. M. Gidley (Stroke)
L. E. Lammet	H. J. W. Gidley
W. F. Andrews	A. Marti
S. R. Moore	E. Humphreys

Kornblume.

H. S. Holmes (Stroke)	F. K. Tota (Stroke)
F. M. Roza Pereira	J. A. Musso
C. Humphreys	G. Lammet
H. H. Alves	F. M. Roza Pereira

COMMERCIAL.

Shanghai advices of 7th inst. report business done—Shia ghai and Hongkong Wharf shares at Tls. 215. Shanghai Tugs "ord" at Tls. 50. Indo-China at Tls. 51. Farnham, Hydys at Tls. 122 cash, Tls. 122 1/2 for January, and Tls. 124 1/2 for March. Weihaiwei Lands at Tls. 70. Chinese Engineering and Mining Co. at Tls. 6.30. Maatschappij at Tls. 313 30 1/2 cash, Tls. 323 1/2 for March. Hall and Holt at \$33. Pulp at Tls. 117. Ices at Tls. 15.

TO-DAY'S EXCHANGE.

Selling.	
London—Bank T.T.	19 15/16
Do. demand	19 1/10
Do. 4 months' sight	19 1/10
France—Bank T.T.	230
American—Bank T.T.	44 1/2
Germany—Bank T.T.	1 80
India T.T. demand	135 1/2
Shanghai—Bank T.T.	130
Japan—Bank T.T.	90 1/2
Singapore—Bank T.T.	Nominal
Java—Bank T.T.	110 1/2
Buying.	
4 months' sight L/C	1 1/10
6 months' sight L/C	1 1/10
30 days' sight San Francisco & New York	45
4 months' sight do.	45 1/2
30 days' sight Sydney and Melbourne	1 1/10
4 months' sight France	2 3/4
6 months' sight do.	2 3/4
4 months' sight Germany	1 90 1/2
100 Silver	25 15/16
Bank of England rate	4 1/2

OPIMUM QUOTATIONS.

To-day's quotations are as follows:—	
Malwa New	@ 920/50
" Last Year	@ 970/00
" Oldest	@ 1,050/1,100
Patna New	@ 1,261
Benares New	@ 1,265
Perian (Paper)	@ 850/30

To-day's Advertisements.

TO BE SOLD BY ORDER OF THE MORTGAGEE

FRIDAY, the 22nd day of January, 1904, at 3 o'clock, at their

SALE ROOMS, ICE HOUSE STREET,

by

Messrs. HUGHES & HOUGH

THE FOLLOWING

VALUABLE LEASEHOLD PROPERTY

in

TWO LOTS:—

LOT 1.—The Valuable Leasehold Messuages

and Premises known as Nos. 1, 2, 3,

4 and 5, Ping On Lane, situate on

Inland Lot No. 1,608, which are held

for the Residue of a Term of 990 years

created by the Crown Lease thereof.

Crown Rent \$22.

LOT 2.—The Valuable Leasehold Messuages

and Premises known as Nos. 25 and

27, Morrison Hill Road, and Nos. 33

and 35, Bowington Street situate on

the Residue of a Term of 980 years created

by the Crown Lease thereof. Crown

Rent \$31.50.

For further particulars, apply to

Messrs. HUGHES & HOUGH,

Auctioneers,

or to

DENNIS & BOWLEY,

Supreme Court House,

Solicitors for the Mortgagee.

Hongkong, 11th January, 1904. [106]

NOTICE.

It has been suggested that a PLEBISCITE

should be taken to ascertain the VIEWS

of BRITISH SUBJECTS resident in Hong-

kong on the FISCAL POLICY now being

enacted by Mr. CHAMBERLAIN, and accord-

Shipping-Steamers.

OCEAN STEAMSHIP CO., LD.
AND
CHINA MUTUAL STEAM NAV. CO., LD.

JOINT SERVICES.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,
NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA
AND SUMATRA PORTS.PORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.
MONTHLY SAILINGS FOR LIVERPOOL.

OUTWARDS.

FROM	STEAMERS	DUE
GLASGOW AND LIVERPOOL	"KINTUCK"	On 14th January.
GLASGOW AND LIVERPOOL	"PINGSUEY"	On 22nd January.
GLASGOW AND LIVERPOOL	"MOVUNE"	On 28th January.
GLASGOW AND LIVERPOOL	"GLAUCUS"	On 3rd February.

S.S. "KEEMUN" has arrived.
S.S. "KINTUCK" left Singapore on the morning of the 8th inst. and is due here on the 14th inst.

HOMEWARDS.

FOR	STEAMERS	TO SAIL
MARSEILLES, L'ON & A'WERP	"YANGTSE"	On 19th January.
LIVERPOOL (With Transhipment at Singapore)	"YANGTSE"	On 19th January.
LONDON & ANTWERP	"NESTOR"	On 2nd February.
GENOA, MARSEILLES & L'POOL	"KEEMUN"	On 12th February.
LONDON & ANTWERP	"KINTUCK"	On 16th February.
LONDON & ANTWERP	"MOVUNE"	On 1st March.

TRANS-PACIFIC SERVICE.

FOR	STEAMERS	TO SAIL
VICTORIA, SEATTLE, TACOMA, and all PACIFIC COAST PORTS, via NAGASAKI, KOBE and YOKOHAMA.	"PINGSUEY"	On 24th January.

For Freight, apply to

BUTTERFIELD & SWIRE,

AGENTS.

Hongkong, 11th January, 1904.

CHINA NAVIGATION CO., LIMITED.

FOR	STEAMERS	TO SAIL
SHANGHAI	"KWEIYANG"	13th January.
CEBU AND ILOILO	"KAIFONG"	14th "
MANILA	"ANHUI"	14th "
SHANGHAI	"CHENAI"	15th "
MANILA	"TAIYUAN"	15th "
PORT DARWIN, THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNS- VILLE, BRISBANE, SYDNEY and MELBOURNE	"TAIYUAN"	15th "

* The Attention of Passengers is directed to the Superior Accommodation offered by these
steamers, which are fitted throughout with Electric Light. Unvalued table. A duly
qualified Surgeon is carried.† Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.
‡ Taking Cargo and Passengers at through Rates for all New Zealand and other Australian
Ports.N.B.—REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND
AUSTRALIAN PORTS. (SEE SPECIAL ADVERTISEMENT).

For Freight or Passage, apply to

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AGENTS.

Hongkong, 11th January, 1904.

Hongkong-Manila.

Highest Class, newest, fastest and most luxurious Steamers
between Hongkong and Manila.—Saloon amidships—Electric
Light—Perfect Cuisine—Surgeon and Stewardess carried.
—All the most up-to-date arrangements for comfort of
Passengers.CHINA AND MANILA
STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captain.	For	Sailing Dates.
ZAFIRO	2540	R. Rodger	MANILA (DIRECT)	SATURDAY, 16th Jan., at 10 A.M.
RUBI	2540	R. W. Almond	MANILA (DIRECT)	SATURDAY, 23rd Jan., at 10 A.M.
PERIA	1980	A. H. Notley	—	—

For Freight or Passage, apply to

SHEWAN, TOMES & CO.

GENERAL MANAGERS.

Hongkong, 11th January, 1904.

PORTLAND & ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, VIA SHANGHAI, INLAND
SEA OF JAPAN, MOJI, KOBE AND YOKOHAMA,
FOR

PORTLAND, OREGON,

OPERATING IN CONNECTION WITH

THE OREGON RAILROAD AND NAVIGATION COMPANY.

Steamship	Tons	Captain	To Sail
"INDRAVELLI"	4,899	R. P. Craven	Jan. 30, 1904.
"INDRAPURA"	4,899	A. E. Hollingsworth	Feb. 13, "
"INDRASAMHA"	5,197	W. E. Craven	Mar. 13, "

Through Bills of Lading issued to Pacific Coast Points and all Eastern, Canadian and
United States Ports. For through rates of Freight and further information, communicate
with or apply to

ALLAN CAMERON, General Agent,

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REGULAR SERVICE

MANILA LINE.

BETWEEN HONGKONG AND
MANILA IN 48 HOURS.Largest and Fastest Steamers on the route. Excellent Accommodation. Cuisine Unexcelled.
Unvalued Speed. Fitted throughout with Electric Light. Doctor and Stewardess carried.

Steamship	Tons	Captain	Sailing Date
ROHILLA MARU	3,669	Ernest Bent	WEDNESDAY, 13th January, at 11 A.M.
ROSETTA MARU	3,676	H. S. Smith	THURSDAY, 21st January, at 11 A.M.

For Freight or Passage, apply at the Company's Office, 3, Queen's Building, Ice House
Street.

K. MATSUDA, Acting Manager,

Hongkong, 11th January, 1904.

Shipping-Steamers.

CHINA NAVIGATION COMPANY,
LIMITED.

AUSTRALIAN LINE.

REDUCTION IN PASSAGE RATES.
From 1st January, 1904.
83 1/3 per cent.ALSO REDUCED FARES TO
MANILA AND RETURN.STEAMERS fitted throughout with Electric
Light, First C. Accommodation. Un-
rivalled Table. Du. qualified Surgeon carried.BUTTERFIELD & SWIRE,
Agents.

Hongkong, 2nd January, 1904.

STEAM TO CANTON.

THE Splendid New Steel Twin Screw
Steamer

"KWONG CHOW,"

1,474 Tons, Captain Walker, leaves HONG-
KONG for CANTON at 8.30 P.M. on SUNDAYS.TUESDAYS and THURSDAYS, returning
to Hongkong the following days leaving
CANTON at 5 P.M. Unexcelled Accommoda-
tion for First Class Passengers. Ship lighted
throughout by Electricity.

Passage Fare, \$4 Single Journey.

Meals \$1 each.

The Company's Wharf is West of the Hong-
kong Harbour Master's Office.

SHIU ON S.S. CO., LTD.

No. 8, Queen's Road West.

Hongkong, 30th May, 1903.

HONGKONG-MACAO LINE.

S.S. "WING CHAI,"

Captain SAMUEL BELL SMITH.

DEPARTURES from Hongkong, on Week
Days, at 7.30 A.M. on Excursion Sundays,
at 8.40 A.M. from Macao, Week Days at about
2 P.M. and Sundays about 7.30 P.M.FARE:—(Week Days) 1st Class (including
cabin and servant), \$3; 2nd Class, \$2; 3rd
Class, \$1; 4th Class, 50 cents.On Excursion Sundays, 1st, 2nd, 3rd Class
Single Ticket, \$2; Return Ticket, \$3. Return
Ticket including Tiffin and Dinner, either on
Board or at Macao Hotel, \$5. On Sundays,
\$5 extra will be charged for each cabin with
accommodations for two or more passengers.WHARF—At the Western end of Wing Lok
Street.The Steamer runs an Excursion Trip EVERY
SUNDAY. It takes only 3 1/2 hours to reach
Macao.

MING ON & CO.,

2nd Floor, No. 16, Victoria Street.

Hongkong, 5th January, 1904.

DOUGLAS STEAMSHIP COMPANY,
LIMITED.

FOR SWATOW.

THE Company's Steamship

"HAIMUN,"

Captain Hodgins, will be despatched for the
above Port, TO-MORROW, the 12th inst., at
9 A.M.

For Freight or Passage apply to

DOUGLAS, LAFFRAK & Co.,

General Managers.

Hongkong, 11th January, 1904.

NAVIGAZIONE GENERALE ITALIANA,
(Florida and Rubattino United Companies).

STEAM FOR

BOMBAY VIA SINGAPORE AND
PENANG.Having connection with Company's Mail
Steamers to ADEN, SUEZ, PORT SAID,
MESSINA, NAPLES, LEGHORN and
GENOA.

ALSO

VENICE and TRIESTE, all MEDITER-
RANEAN, ADRIATIC, LEVANTINE,
and SOUTH AMERICAN PORTS up
to CALLED.Taking Cargo at through Rates to PERSIAN
GULF and BAGDAD, also BARCE-
LONA, VALENZA, ALICANTE, AL-
MERIA and MALAGA.

THE Steamship

"ISCHIA,"

Captain Maganzini, will be despatched as above
TO-MORROW, the 12th inst., at Noon.At BOMBAY, the Steamer is discharging in
Victoria Dock.For further Particulars regarding Freight
and Passage, apply to

CARLOWITZ & Co.,

Agents.

Hongkong, 11th January, 1904.

"SHIRE" LINE.

FOR HAYRE, LONDON, ANTWERP
AND HAMBURG.

THE Company's Steamship

"DENBIGHSHIRE,"

Captain W. A. Evans, will be despatched for the
above Ports on or about MONDAY, the 15th
January, 1904, to be followed by the Steamship
"RADNORSHIRE."Captain C. H. Burch, on or about SATUR-
DAY, the 30th January, 1904.These Steamers have Superior Accommoda-
tion for Passengers.

For Freight or Passage, apply to

SHEWAN, TOMES & CO.,

Agents.

Hongkong, 5th January, 1904.

COMPAGNIE DES MESSAGERIES
MARITIMES.

PAQUEBOTS-POSTE FRANCAIS.

FOR SHANGHAI, KOBE AND
YOKOHAMA.

THE Company's Steamship

"ERNEST SIMONS,"

Captain Chabonnet, will be despatched for the
above Ports on or about TUESDAY, the 12th
inst.

For Freight or Passage, apply to

G. DE CHAMPEAUX,

Agent.

Hongkong, 5th January, 1904.

REGULAR STEAMSHIP SERVICE
TO NEW YORK.VIA PORTS AND SUEZ CANAL
(With Liberty to call at PHILIPPINE PORTS).

PROPOSED SAILINGS FROM HONGKONG.

1903.

About

"SIKH" 19th Jan.

"SAGAMI" 26th Jan.

"AFRIDI" 9th Feb.

For Freight and further information, apply
to

NODWELL & CO., LIMITED.

Agents.

Hongkong, 7th January, 1904.

Consignees.

NOTICE TO CONSIGNEES.

FROM NEW YORK, VIA SUEZ CANAL.

THE Steamship

"ARARA,"

Captain J. M. Williamson, having arrived from
the above Port, Consignees of Cargo are
hereby notified that their Goods are being
landed at their risk into the Godowns of the
Wanchai Storing Co., at Wanchai, where they
are being stored at Consignees' risk and expense.No Claims will be admitted after the Goods
have left the Godowns, and all Goods remain-
ing undelivered after the 15th inst. will be
subject to rent.All broken, chafed and damaged goods are
to be left in the Godowns where they will be
examined on a date to be hereafter appointed.Consignees of Cargo will please note that
before delivery can be obtained, they must sign
the General Average Bond which is lying at
the Office of the Undersigned.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

SHEWAN, TOMES & Co.,

General Agents,
American Asiatic S.S. Co.

Hongkong, 5th January, 1904.

BRITISH-INDIA STEAM NAVIGATION
COMPANY, LIMITED.

FROM RANGOON AND STRAITS.

THE Company's Steamship

"PURNEA,"

having arrived from the above Ports, Consignees
of Cargo by her are hereby informed that their
Goods will be delivered from alongside.Cargo impeding the discharge or remaining
on board after 4 P.M. TO-DAY, the 8th
inst., will be landed at Consignees' risk and
expense into Godowns at East Point.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by

JARDINE, MATHESON & Co.,

Agents.

Hongkong, 8th January, 1904.

IMPERIAL GERMAN MAIL LINE.

NORDEUTSCHER HAMBURG-AMERIKA
LLOYD.

NOTICE TO CONSIGNEES.

THE Steamship

"SACHSEN,"

of the NORDEUTSCHER LLOYD, having arrived, Consignees of Cargo are hereby
informed that their Goods, with the exception
of Opium, Treasure and Valuables, are being
landed and stored at their risk into the Godowns
of the Hongkong & Kowloon Wharf and
Godown Company, Limited, Kowloon, whence
delivery may be obtained.Optional Cargo will be forwarded unless
notice to the contrary be given before 11 A.M.
TO-DAY.No Claims will be admitted after the Goods
have left the Godowns, and all Goods remaining
undelivered after 15th inst., will be subject
to rent.All broken, chafed, and damaged Goods are
to be left in the Godowns, where they will be
examined on FRIDAY, the 15th inst., at
9.30 A.M.All Claims must reach us before the 20th
inst., or they will not be recognized.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the
Undersigned.

NORDEUTSCHER LLOYD.

MELCHERS & CO.,
Agents.

Hongkong, 8th January, 1904.

PACIFIC MAIL STEAMSHIP COMPANY.

NOTICE.

CONSIGNEES of CARGO per Steamship

"CHINA,"

The above Steamer having arrived, Consignees
of Cargo are hereby requested to send in their
Bills of Lading for countersignature, and to
take immediate delivery of their Goods from
alongside.Cargo impeding discharge and undelivered
by THURSDAY, the 14th inst., at 10 A.M.,
will be landed and stored at Consignees' risk
and expense.

No Fire Insurance will be effected.

J. STUART THOMSON,
Acting Agent.

Hongkong, 9th January, 1904.

Intimations.

DENTISTRY.

SUI SANG,
(Lately Practising with Dr. I. SAKATA),
DENTIST,
No. 26, Connaught Road Central.

January 10th February, 1904.

AN APPEAL.

THE SUPERIORESS of the ITALIAN
CONVENT, CAINE ROAD, begs most
respectfully to APPEAL to the Residents of
Hongkong and the Coast Ports, for their kind
patronage and support, and desires to state that
she will be pleased to receive orders for all kinds
of NEEDLE WORK.Gentlemen's Shirts made to order, and Cuffs
and Collars renewed on old ones.Ladies and Children's Under-clothing, Lin-
den's Dresses, and all kinds of Embroidery,
Materials can be supplied, if required.The Superioress will also be most grateful
for any PAPER, or old ENVELOPES to be made
into Books for the Children of the Poor Schools,
who are taught by the Sisters.

Hongkong, 22nd April, 1903.

SAVARESSE'S
SANDAL
CAPSULESNo made of Gelatin, most efficacious, because
absolutely pure Indian Oil.

Full directions. All Chemists.

Sole Agent: Savarasse's.

HONGKONG AVERAGE MARKET
PRICES.

Corrected 30th December, 100 cts. per 5 lbs.

BUTCHER MEAT.

Beef sirloin & prime cut—Mei Lung Pa B.

Comed—Ham Ngau Yuk

Roast—Sbiu

Breast—Neau Lam

Soup, Tong Yuk

Steak—Ngau Yuk Pa

Serjion—Ngau Lau

Sausages—Ngau Yuk Chaung

Bullock's Brains—Know

Tongue fresh—Ngau Li

Comed—Ham Ngau Li

Heart—Ngau Lau

Hump, Salt—Ngau Kiu

Feet—Ngau Kiu

Kidneys—Ngau Yiu

Tail—Ngau Mei

Liver—Ngau Mei

Tripe (undressed)—Ngau To

Calves' Head and Feet—Ngau-chai-
tau-koek

Mutton Chapp—Yeung Pui Kw

Leg—Yeung Pui

Shoulder—Yeung Shau

Pigs' Chilling—Chi cheung

Brains—Chi Kow

Feet—Chi Kiu

Fry—Chi Chak

Head—Chi Tai

Heart—Chi Tai

Kidneys—Chi Yiu

Liver—Chi Kiu

Pork, Chop—Chi Pui Kwat

Comed—Ham Chau Yuk

Leg—Chu Pui

Fat or Lard—Chu Yau

Sheep's Head and Feet—Yeung Tau

Keok

Heart—Yeung Sum

Kidneys—Yeung Yiu

Liver—Yeung Chiu

Sucking Pigs, To Order—Chu Chai

Suet, Beef—Sang Ngau Yau

Mutton—Sang Yeung Yau

THE SHARE MARKET.

LAST DIVIDEND.	TO-DAY'S QUOTATIONS
<p>S. 4</p> <p>Δ 1.10/ @ 1/8 = \$18 for half- ending 30.6.1903 \$550 1.961 for 1902 \$321 b. \$10</p> <p>4</p>	
<p>ANCES.</p> <p>ent = \$3 per share for 1902 \$490 s. 1 for year ended 30.4.1903 \$56 s. Δ 1 making Δ 2 for 1901 11s.20 12 for 1901 \$135 15 per share for 1902 \$175</p>	
<p>ANCES.</p> <p>r share for 1901 \$305</p>	

share for 1901	\$921
half-year ending 30.6.1903 ..	\$31 s.
10/- per share for 1902	\$73 b.
\$5 per share for 1900	\$11 s.
\$3 for year ended 30.6.1903 ..	\$30
= 12% for year ending {	\$30 s.
30.6.1903	\$19
premium of 6d. for 1902	£1 2/6 b.
of 2 % for 1903	Tls. 3b
of 4 % = Tls. 2.00	Tls. 50 sa.
of 3 1/2 % = Tls. 1.75	Tls. 47 1/2 s.
DIVIDENDS.	
\$7 making \$12 for 19-3	\$103
share for 1897	\$10 s.

Rs. 24 for year ending 30.9.03...	Tls. 55
NG.	
.....	\$1 s.
Frs. 30 making Fcs. 60 for 1902	\$600 s.
of 1/- per share 28.1.01	\$6 s.
if 1/- per share 26.10.03	Tls. 6 b.
AND GODOWNS.	

of \$6 for 1 year 30.6.03.....	\$209
of Tls. 5 for 1 year ending 03	Tls. 123 sa.
of \$24 for 1903.....	\$95 t.
1902	\$38 t.
of Tls. 3 for 1903.	Tls. 215 sa.

LAND AND BUILDINGS.

cents per share for 1902	\$9.80 sa.
of \$6 for 1903.....	\$156
r share for 1902	\$35 b.
of \$14 for 1903	\$521
1 year ending 1903	\$148
year ending 30.6.03	\$-8

Year ending 31.3.03	Tls. 134
Int. for 1902	\$117.82
of 6 % for 1903	Tls. 106.82
MILLS.	
of 60 cents, making \$1 for } 1903	\$154 b.
period ended 31.10.1903.....	Tls. 33 s.
of 2 % on account of 1808	Tls. 21 b.

div. of 4 % on acct. of 1898	Tls. 40 ss.
period ended 31.12.00	Tls. 170
COMPANIES.	
year ending 30.6.1900	\$200
ar	\$10
of Tls. 3 per share	Tls. 52 b.
NEOUS.	

20 per share for 1902	\$241 b.
ar	\$88 b.
of 5 % for 1903	\$141 s.
share for 1902	\$74
for year ending 30.4.1903	\$124 b.
for year ending 30.4.1903	\$7
and 1 % bonus for 1901	\$140 b.
1902	\$145 b.
ent=\$3.75 for 1902	\$49 b.
of \$4 for 1903	\$245
year ending 31.12.1903	\$300
year ending	\$300

year ending 31.7.1903	\$124 b.
\$24 for 1902	\$40 s.
.....	\$5 s.
} for year ending 31.5.03 ... }	{ \$94 b. \$210 b.
6 % making 12 % for year ... }	{ \$154 b. \$5 s. \$94 b.
year ended 30.6.1903 ... }	{
firm dividend of Tls. 74 paid }	{ Tls. 305 b.
1903 making 50 for Tls. 35 }	{
year ending 31.10.03 }	{

ar	\$50
ar	\$25

BENJAMIN, KELLY & POTTS,
Share Brokers.
 Sellers, & Dealers.

CHRISTMAS WINES.

The following **SPECIAL LINES** are of fine quality and suitable for the **FESTIVE SEASON.**

SHERRY.	
PALE ANDALUSIA.....	per case \$ 9.50
PALE FINE.....	" 14.00
MANZANILLA.....	" 17.00

GREAT VARIETY OF LIQUEURS.

PORT.	
SPANISH,	per case \$ 9.00
OPORTO,	" 14.00
OPORTO BLANCO,	" 18.00
1884 VINTAGE,	" 22.00

JEFFEREY'S EDINBURGH STOUT AND ALE.

CLARET.	
MEDOC,	per case \$ 6.00
ST. JULIEN,	" 9.00
CHATEAU LOUDENNE,...	" 16.50

SPARKLING-MOSELLE MUSCATEL, \$21.00.

HOCK NEIRSTEINER, \$14.50.

SAUTERN-SUPERIOR \$12.00

BURGUNDY.	
BEAUNE.....	per case \$14.00
POMMARD,	" 13.50

ALLSOPP'S LAGER BEER.

CHAMPAGNE.	
ACKERMAN-LAURANCE DRY ROYAL,	
pls. \$26.00, Qls. 22.30	

AITKEN'S FALKIRK ALE.

WHISKY.	
PROVOST,	per case \$ 9.00
STRATHMILL,	" 10.50
SPEY ROYAL,	" 17.00

MACWEN, FRICKEL & CO.
WHOLESALE AGENTS FOR W. & A. GILBEY, LIMITED. THE PANTHEON, LONDON.
OFFICE 3, DUDELL STREET.

HIGH CLASS
GENTLEMEN'S
OUTFITTERS.

EVERYTHING
UP TO DATE.
28, Queen's Road.

WILLIAM POWELL, LTD.,



28 & 34, QUEEN'S ROAD CENTRAL,
HONGKONG,
DRAPERS, DRESS-MAKERS AND
GENTS' OUTFITTERS.

HIGH CLASS
GENTLEMEN'S
OUTFITTERS.

FAMED FOR
SHIRTS.
28, Queen's Road.

Everything for Ladies' and
Children's wear.

BOOTS AND SHOES.

WINTER JACKETS.

UP-TO-DATE GENTS' DEPARTMENT AT

28, Queen's Road.

January 5th.

R. G. HECKFORD,
MANAGER.